Mitigating potential effects

There are a number of ways we can avoid, remedy or mitigate the impacts of the project on the local environment.

• Noise: We currently have no evidence of significant noise from the current alignment along the route. There are natural noise barriers such as trees and rivulets, and noise abatement structures. Individually, these barriers are small but together they will make a significant difference. We have provided noise maps and 3-D simulations which you can view on our website.

• Traffic impacts: To control traffic impacts on local roads, we will continue to seek input from stakeholders and the community. We will take all reasonable steps to minimise traffic impacts on local roads.

• Visual impacts: Landscaping and visualisation will have the opportunity to minimise the visual impact of the project and help integrate the road into the local environment.

• Social impacts: People are completing a social impact assessment of the project. We will identify any direct and indirect impacts of the project on communities, such as maintaining connections between communities.

What to expect at the open days

We encourage you to attend an open day at which there will be more detailed information about the project and answers to your questions. There will be an opportunity to have feedback on aspects of the project.

What's inside?

• Scenario analysis

• Final project team and social impacts management group

• Key feedback and response

• Update on previous consultation

What next?

We will complete our preliminary design using feedback from the open days to refine aspects of the design. At the beginning of 2012 the project will go to the NZTA Board for approval and then move into the detailed design phase.

The consenting programme for the project is expected to commence in mid-2012 with a public hearing held in 2013. To support finishing design, obtaining the necessary planning consents and constructing the earliest construction start date it is likely to be 2015.

Our contact details

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The chosen alignment

The NZ Transport Agency (NZTA) wishes to confirm our chosen alignment for Stage 2 of the Christchurch Southern Motorway (CSM2) and Main South Road Four-Laning (MSRFL) project. In December 2010 we started consulting on community options for CSM2 and MSRFL. Since this time we have had an active dialogue with the community. We have continued our work with stakeholders and affected parties. Members of our project team have also been widely consulted, including meetings with businesses and residents along the route.

What happened next?

The chosen alignment

The NZ Transport Agency (NZTA) wishes to confirm our chosen alignment for Stage 2 of the Christchurch Southern Motorway (CSM2) and Main South Road Four-Laning (MSRFL) project.

What's inside?

• Project update

• Earthquake update

• Update on previous consultation

• Key feedback and response

• Mitigating potential effects

• More on the open days

• What happened next?

Roads of national significance (RoNS)

The Christchurch Southern Motorway Stage 2 and Main South Road Four-Laning project is part of the Christchurch's roads of national significance programme.

The government has prioritised seven transportation projects around New Zealand that meet thousands of national significance principles. The projects are: Christchurch's roads of national significance programme.

Christchurch Southern Motorway Stage 2 and Main South Road Four-Laning project.

Christchurch Southern Motorway Stage 2 and Main South Road Four-Laning project.

The project team have also been widely consulted, including meetings with businesses and residents along the route.

What happened next?

The chosen alignment

The NZ Transport Agency (NZTA) wishes to confirm our chosen alignment for Stage 2 of the Christchurch Southern Motorway (CSM2) and Main South Road Four-Laning (MSRFL) project.
Christchurch Southern Motorway Stage 2 update

The chosen alignment involves widening Main South Road to the west of the existing road (towards the railway/lane Road) to allow for two lanes in each direction with a safety barrier. A strip of land up to 22m wide will need to be purchased from properties on the western side of the Main South Road (MSRFL); 10m of which is subject to an existing designation.

Key features

- CSM2 will be a four-lane motorway, with two lanes in each direction. It will have a national median and safety barrier separating oncoming traffic.
- The chosen alignment involves widening Main South Road to the west of the existing road (towards the railway/Jones Road) to allow for two lanes in each direction with a central median and safety barrier separating oncoming traffic.
- An underpass at Trents Road will allow traffic to drive under the motorway.
- A minor realignment of Waterholes Road and Hamptons Road will increase safety at this intersection.
- CSM2 will be built close to the existing ground level. Current ground investigations show it would not be prudent to construct the motorway below ground level because we cannot predict future ground water levels or run the risk of the highway flooding.

Earthquake update

Recent extensive activity in Christchurch, particularly the 22 February earthquake, has resulted in the CSM1 and CSM2 project programme having been postponed. A study is being undertaken to assess the impact of the earthquake on the consultation process and project delivery.

Recent discussions with Christchurch City and Selwyn District Councils have highlighted that heavily accelerated growth and demand for housing and business in the southeast of the city means an alignment on the eastern side of Christchurch is vital. At the earliest, construction is expected to start in 2015.

Conclusions

The key alignment was assessed against relevant criteria such as geometric design, road standards, impact on property, potential environmental effects, implications for future business land use and area supply, and served to guide regional planning strategies for greater Christchurch.

Both alignments were equally achievable when considering function and integration of potential environmental effects. However, the more northerly option was significantly more expensive for taxpayers as well as having a greater impact on the future development of industrial and business land identified in the Urban Development Strategy. For these reasons, we are confirming an alignment within the study corridor as proposed in October 2010.